

# COVID-19 Transportation Impacts in the SCAG Region

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Southern California Association of Governments

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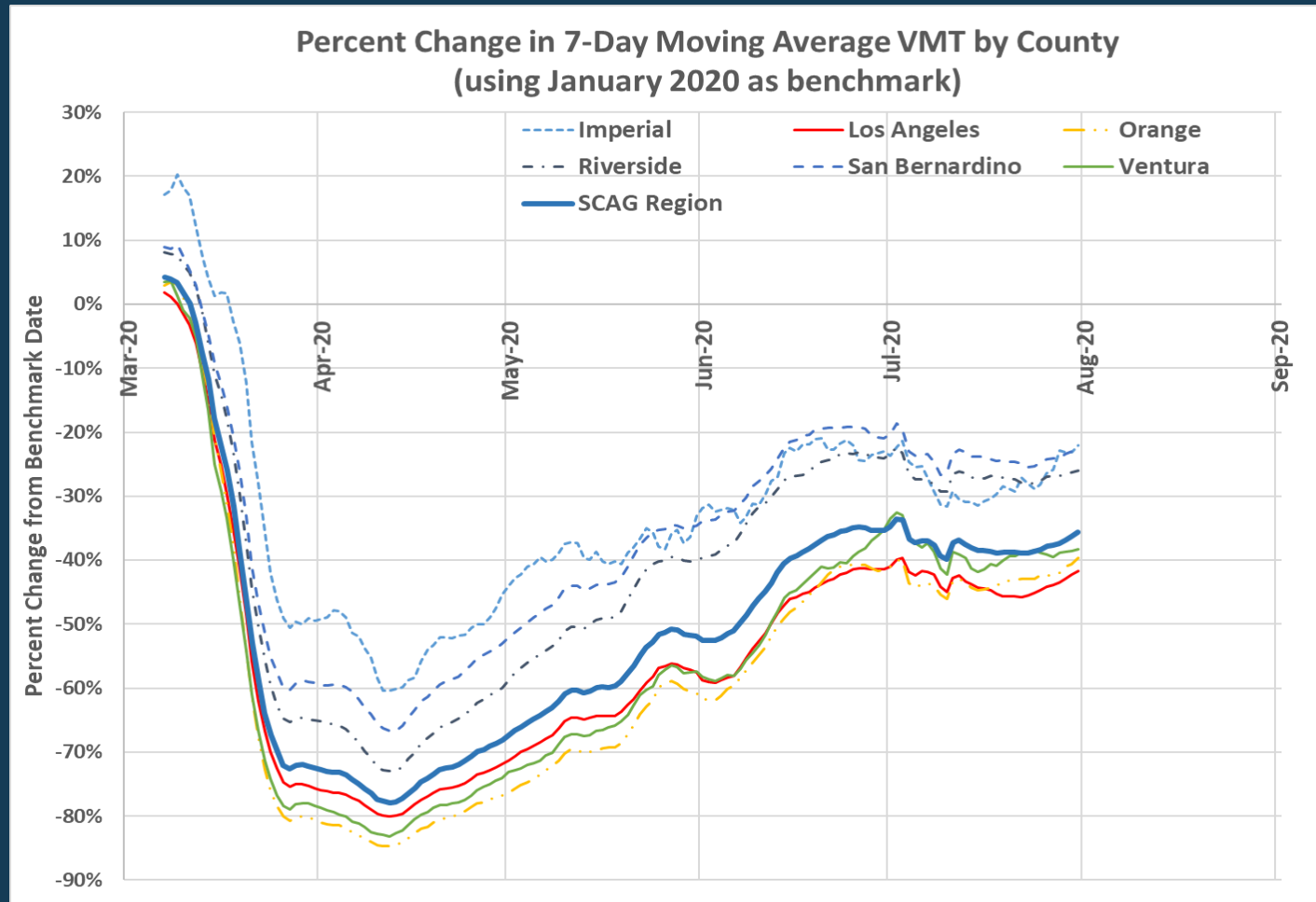


The public response to the novel coronavirus (COVID-19) pandemic and the subsequent national, state, county, and local mandatory stay-at-home orders has significantly impacted transportation demand globally, nationally, regionally, and locally.

# Vehicle Miles Traveled



Vehicle miles traveled (VMT) on the region's arterial and highway network declined by nearly 80 percent in early April (using January 2020 as benchmark).

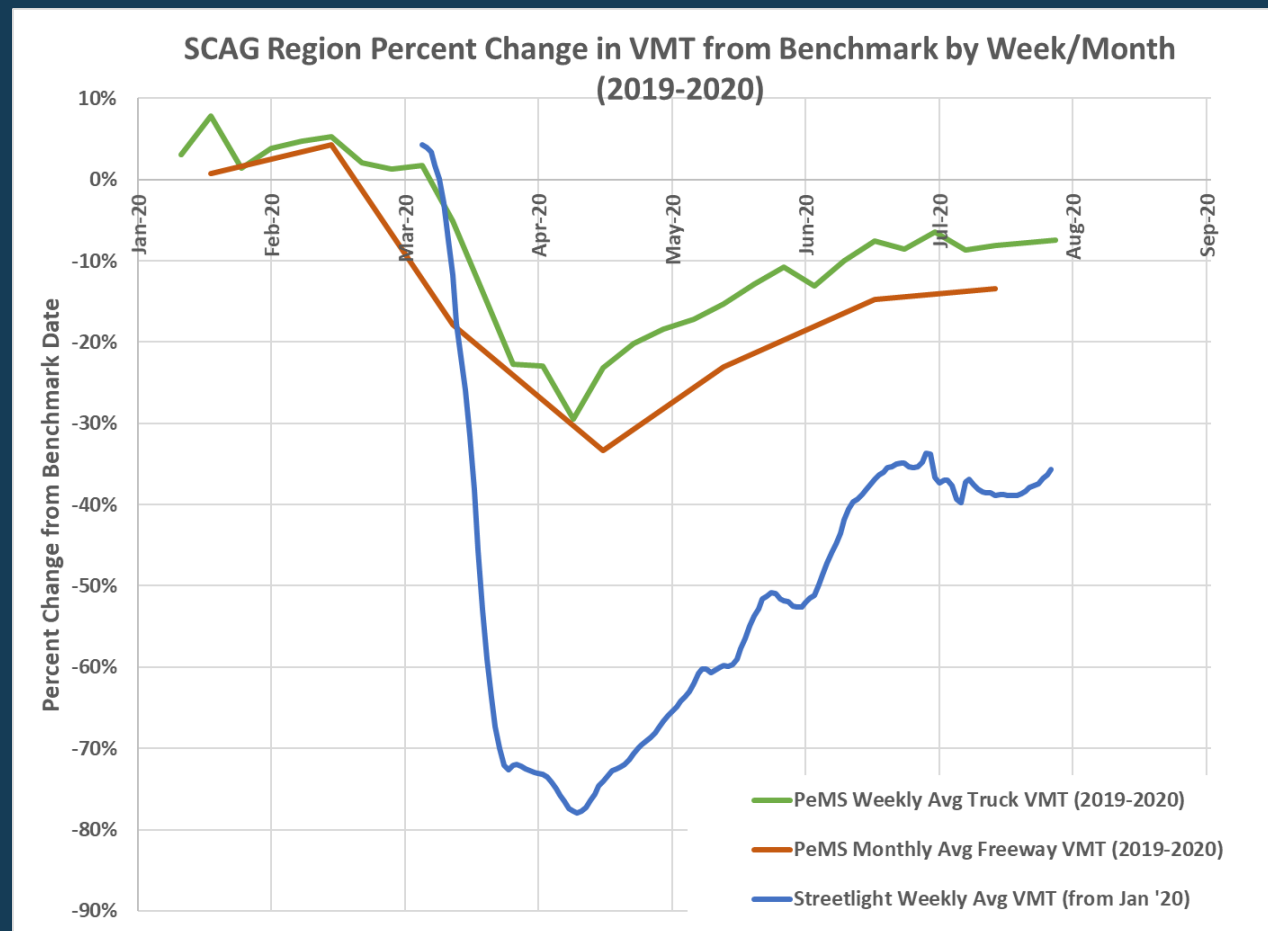


Source: Caltrans  
Performance  
Measurement System  
(PeMS)

# Vehicle Miles Traveled



VMT on the freeway network alone dropped by nearly 50 percent in early April over prior year. VMT began increasing again by mid-April.

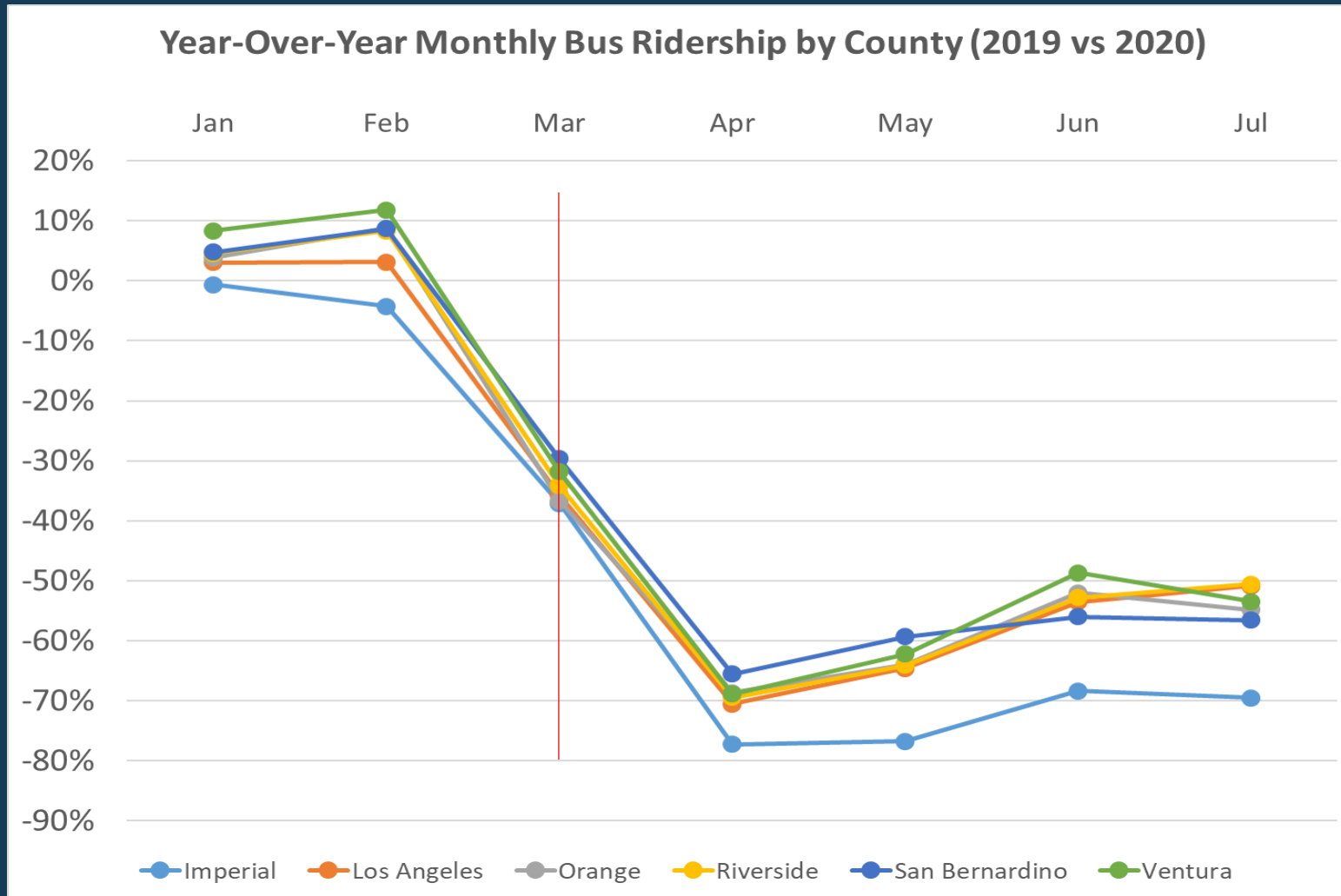


Sources: Caltrans Performance Measurement System (PeMS) and Streetlight

# Transit: Bus Ridership



Regional bus ridership fell by 70 percent in April 2020 compared to April 2019, and by July had recovered to about 51 percent of 2019 levels.

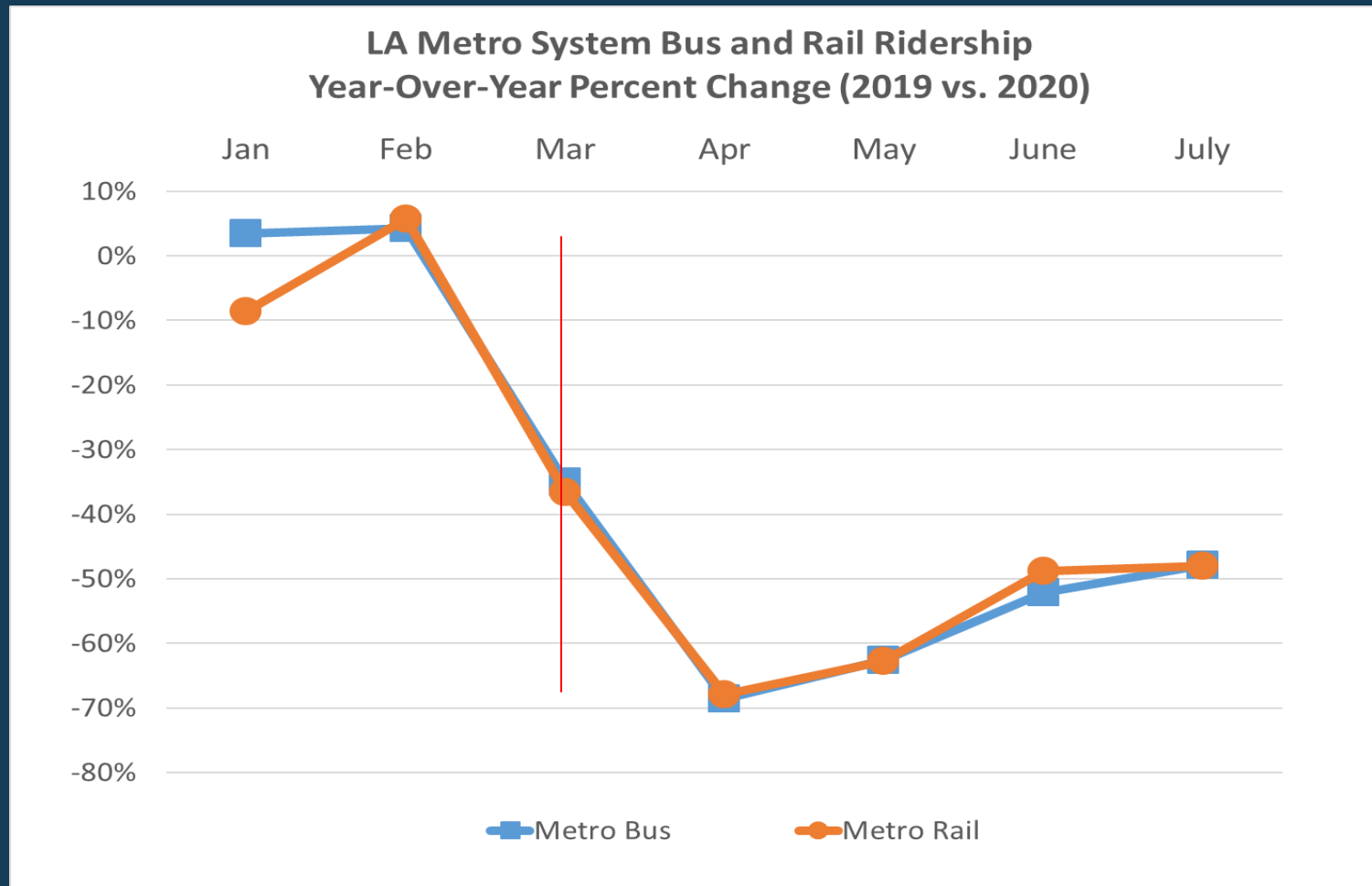


Source: National Transit Database

# Transit: Los Angeles Metro



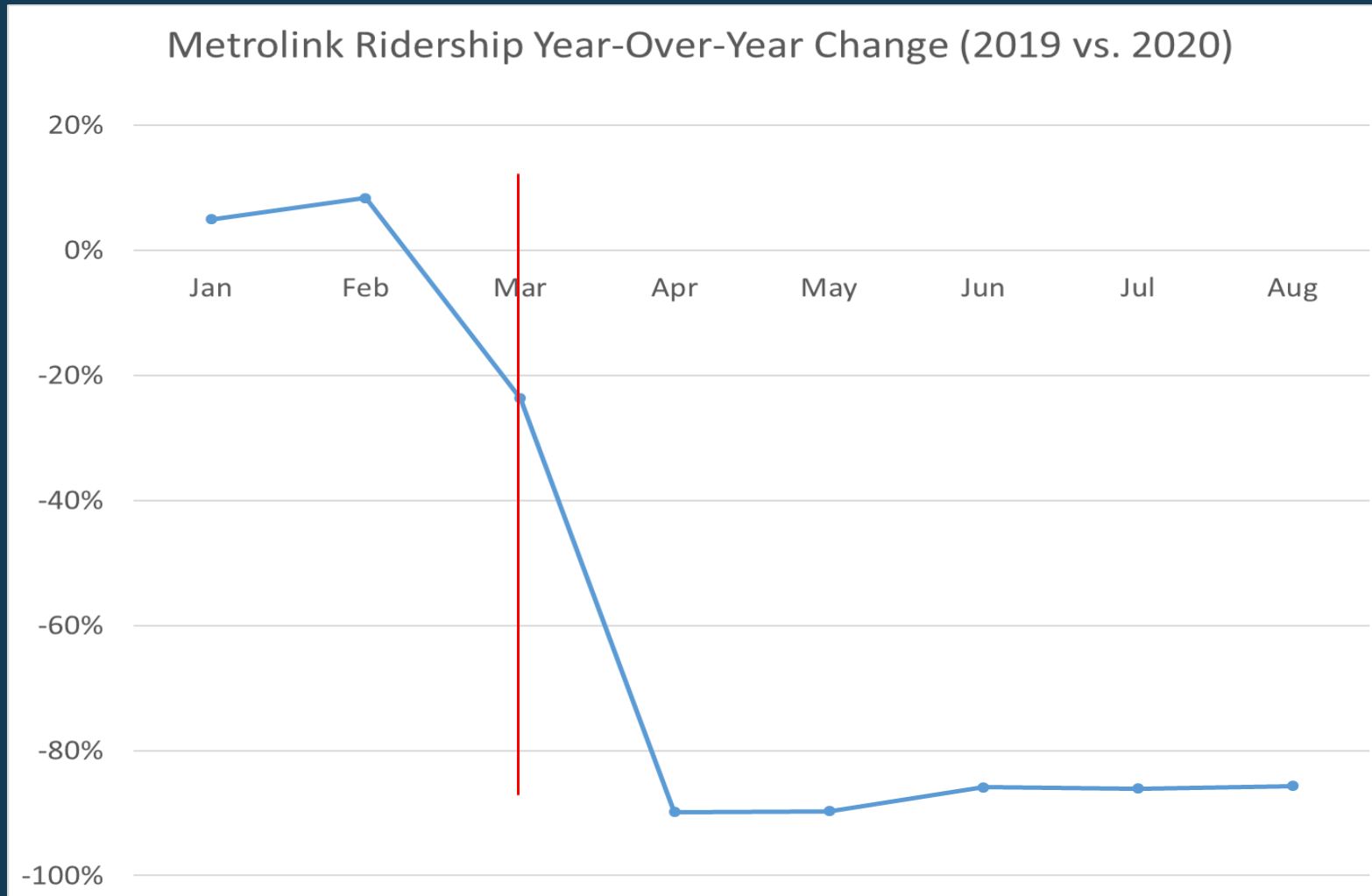
Los Angeles Metro reported its bus system ridership declined 68.6 percent and rail ridership declined 67.9 percent, year-over-year, April 2020 versus April 2019. By July 2020, ridership had recovered to 48 percent below 2019 levels.



Source: Metro

# Passenger Rail: Metrolink

Metrolink experienced a steep drop in ridership, losing about 90 percent of its ridership in April and May, when comparing 2020 to 2019.



Source: Metrolink

# Aviation: Air Passenger Traffic

Air passenger activity throughout the World, United States, and within the SCAG region, has been significantly impacted by the COVID-19 pandemic. Global air traffic was down 65 percent from March 2020 (15,012 flights) to April 2020 (5,275 flights).

Global Air Traffic from March 7, 2020 to April 7, 2020

**MARCH 7, 2020**



**APRIL 7, 2020**



Source: [flightradar24.com](https://www.flightradar24.com)



# Aviation: Air Passenger Traffic

Similar to global air traffic, flights in North America have declined considerably. Air traffic in the United States was down 65 percent as well from March (8,400 flights) to April (2,950 flights)

North American Air Traffic from March 7, 2020 to April 7, 2020

**MARCH 7, 2020**



**APRIL 7, 2020**

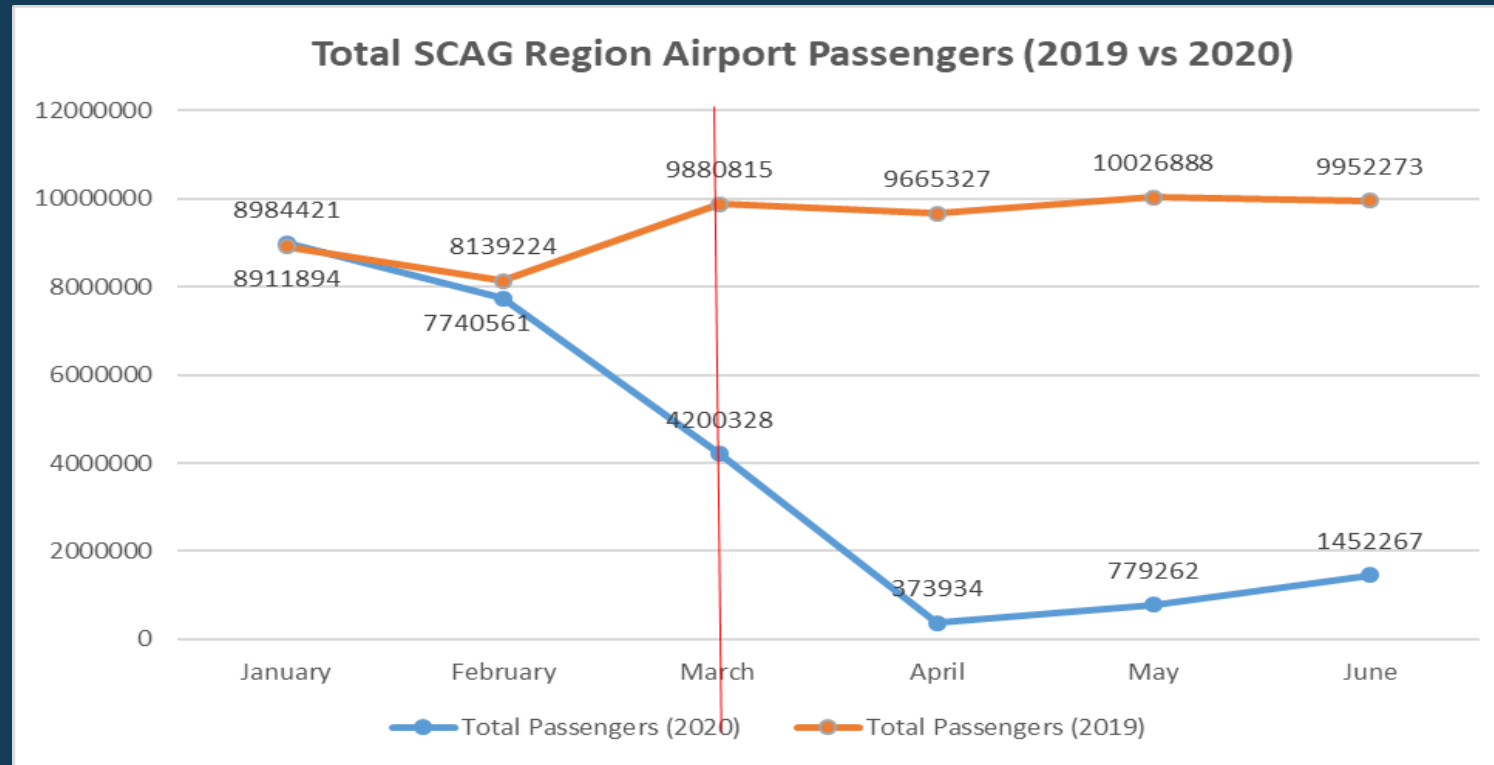


Source: [flightradar24.com](https://www.flightradar24.com)

# Aviation: Air Passenger Traffic



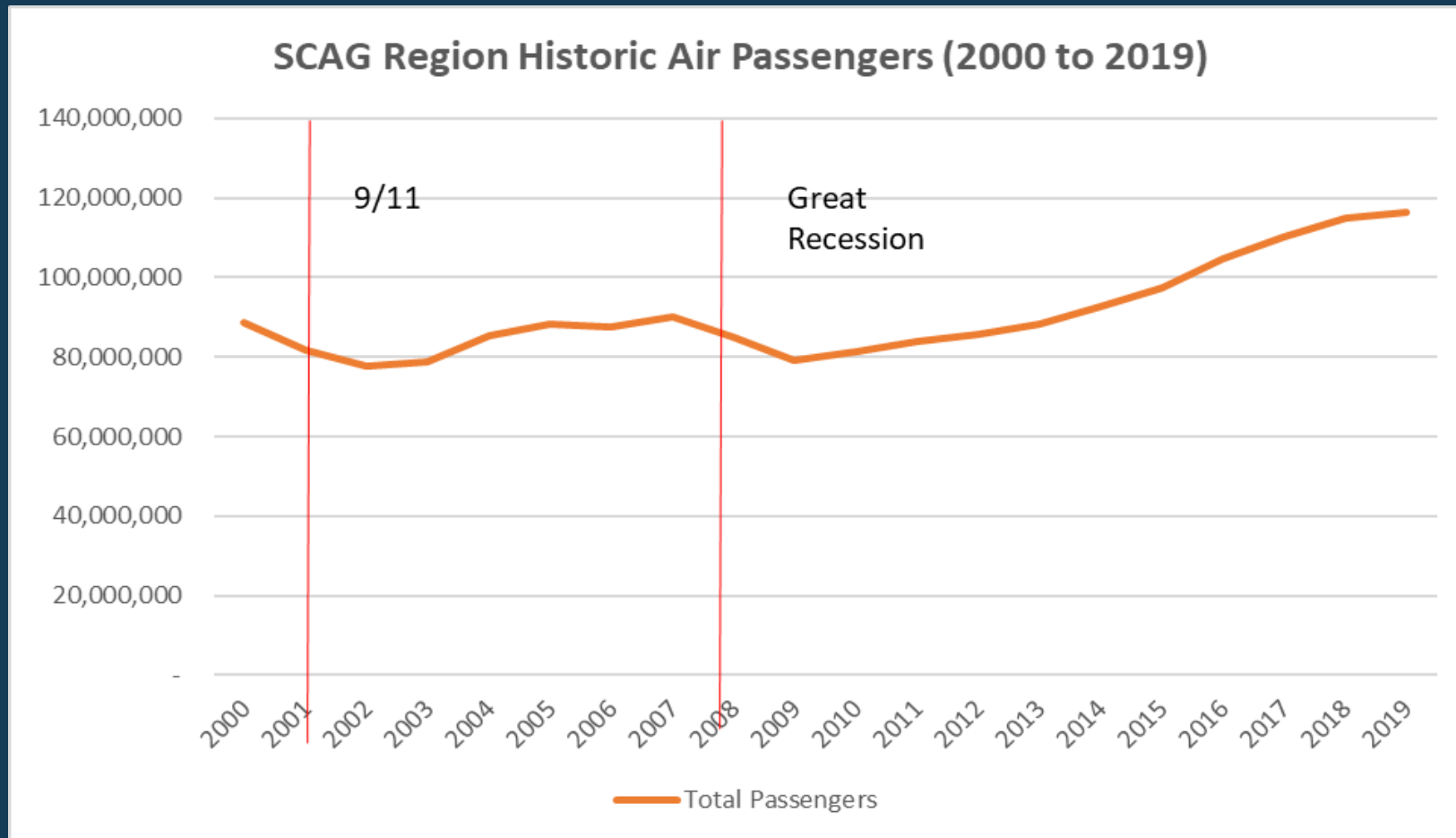
Air passenger traffic in the SCAG Region has declined significantly in the months following the COVID-19 outbreak. In comparison to last year, air passenger traffic was down almost 60 percent in March and 96 percent in April but experienced a slight recovery with May being down 92% and June 85% in comparison to 2019.



# Aviation: Air Passenger Traffic

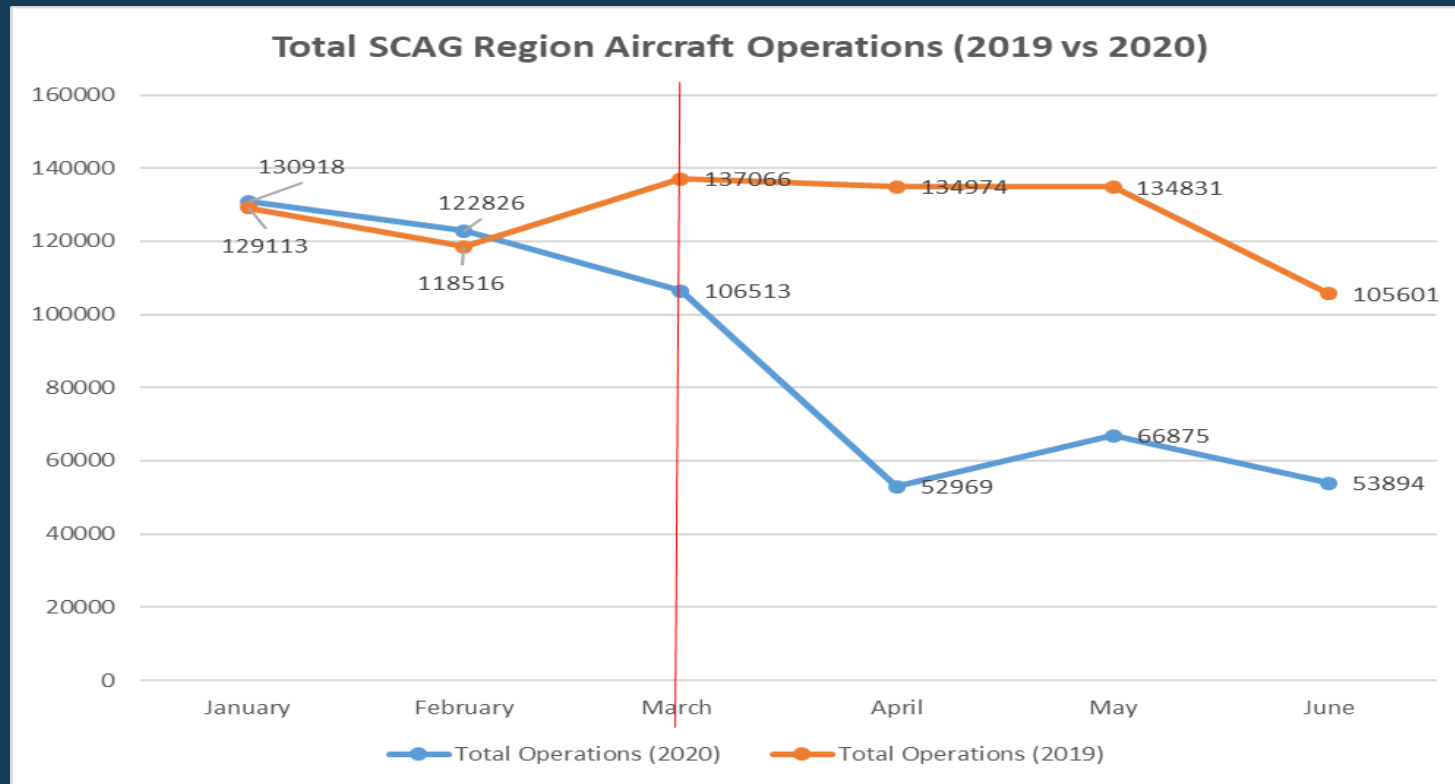


The long-term recovery of air passenger traffic in the region is uncertain. It took approximately three years for the SCAG region to recover from 9/11 and the Great Recession



# Aviation: Aircraft Operations

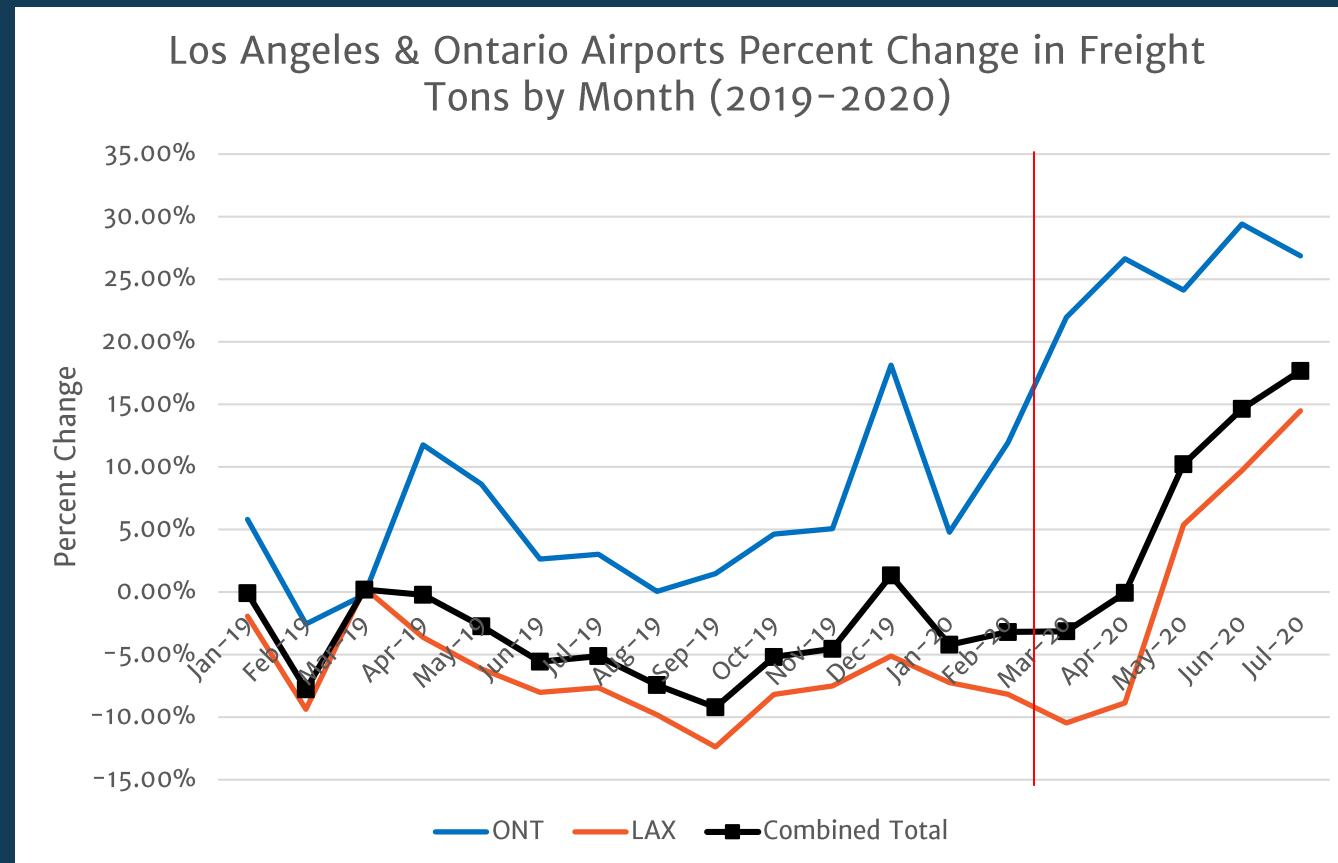
While air passenger demand has seen the greatest decreases, aircraft operations in the SCAG region have not been affected to the same extent, most likely due to airlines operating at lower load factors. Overall, aircraft operations were down 22 percent in March 2020 vs March 2019, and 61 percent in April 2019 vs April 2020. By May, aircraft operations in the region were down by 50% in comparison to 2019.



# Freight Indicators: Air Freight and Mail Cargo



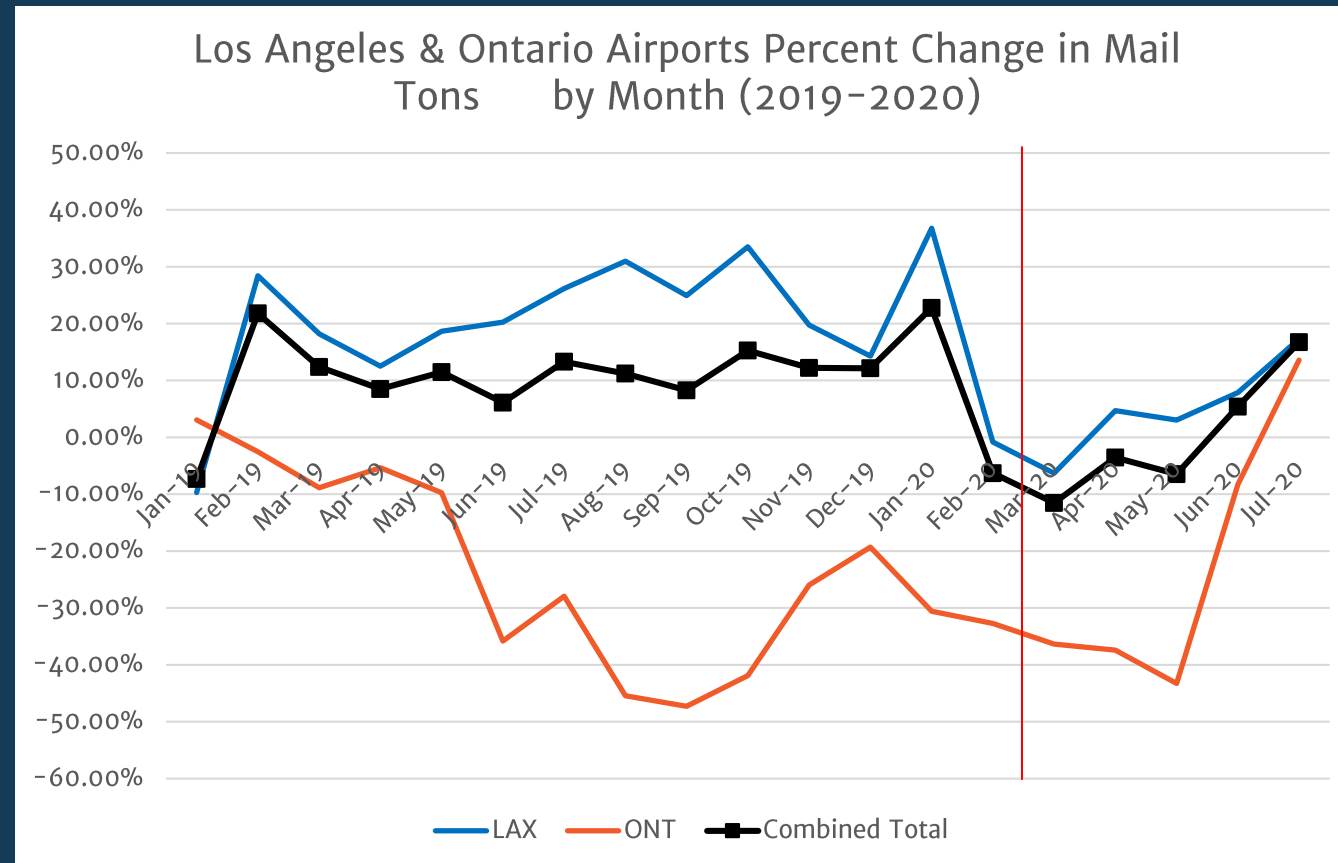
Recent impacts on air freight has been mixed, primarily relating to domestic versus international performance. Domestic freight has played an important role in the supply chain during the COVID-19 pandemic.



# Freight Indicators: Air Freight and Mail Cargo



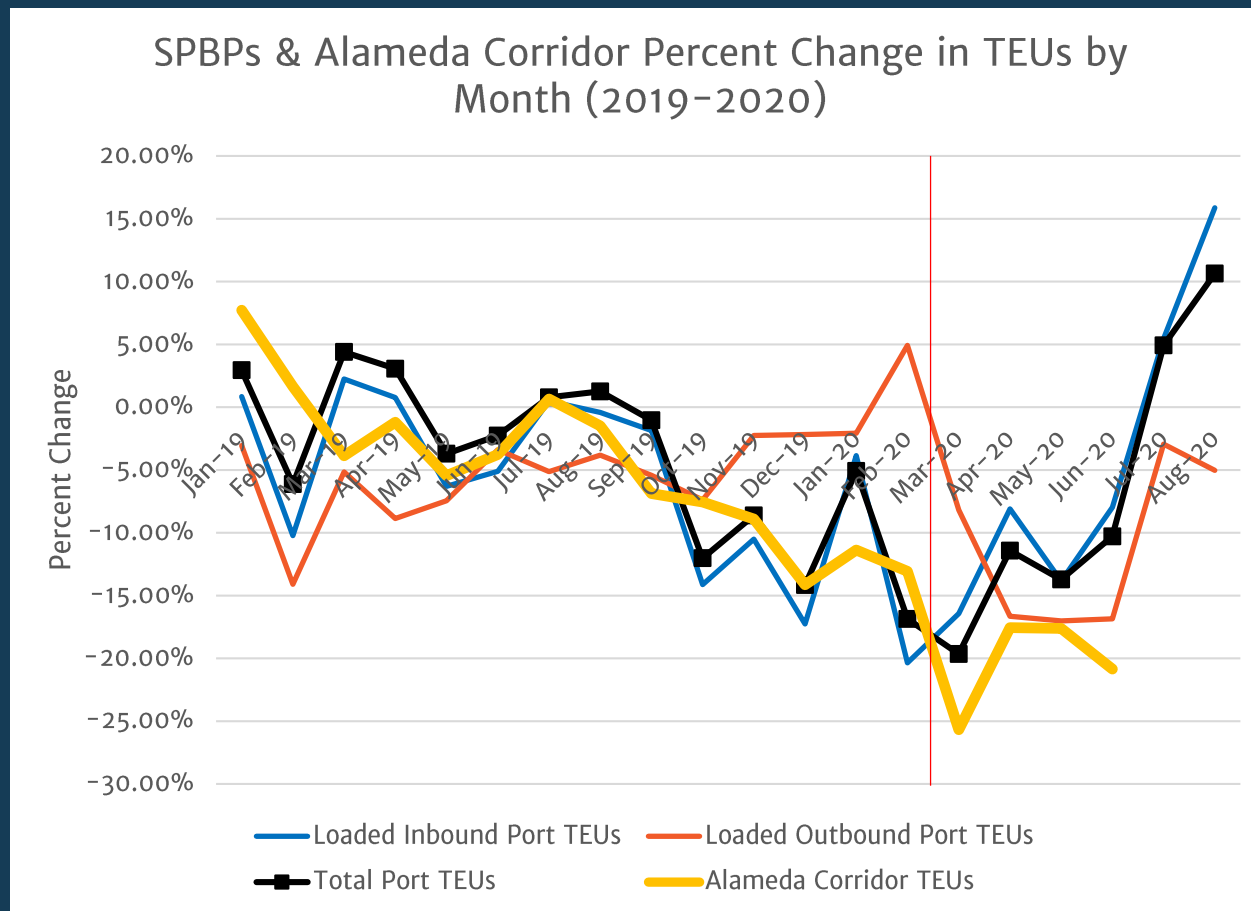
For mail tons, the impact of the pandemic during March and April was less severe versus international maritime shipments and other freight modes.



# Freight Indicators: Shipping Trends



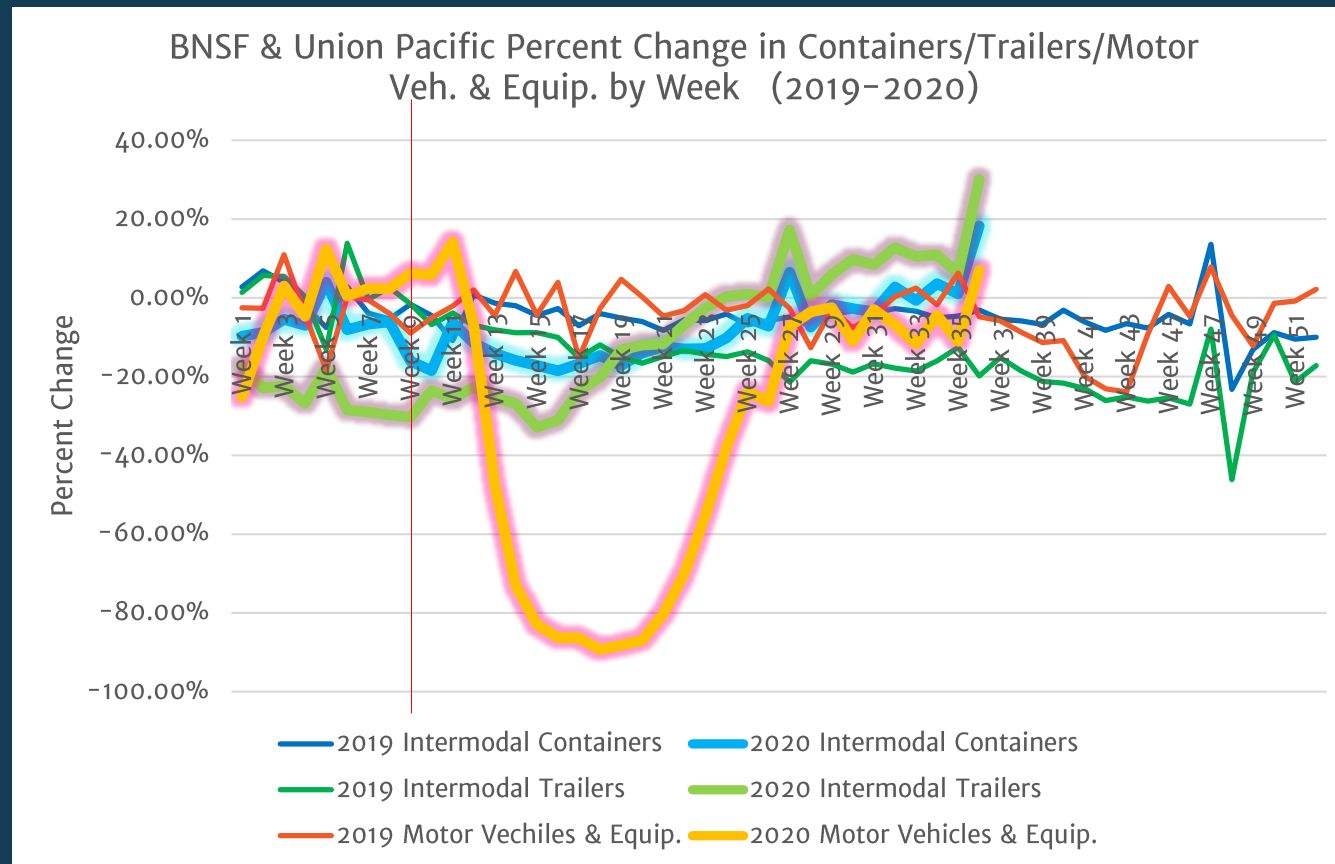
For 2020, declines have thus far bottomed in March, primarily driven by China's earlier lockdown of its economy beginning in late January through early April.



# Freight Indicators: Class I Rail Operators



Class I rail volumes for intermodal and automotive declined greatly through April, upward trends have taken hold since then through early September.

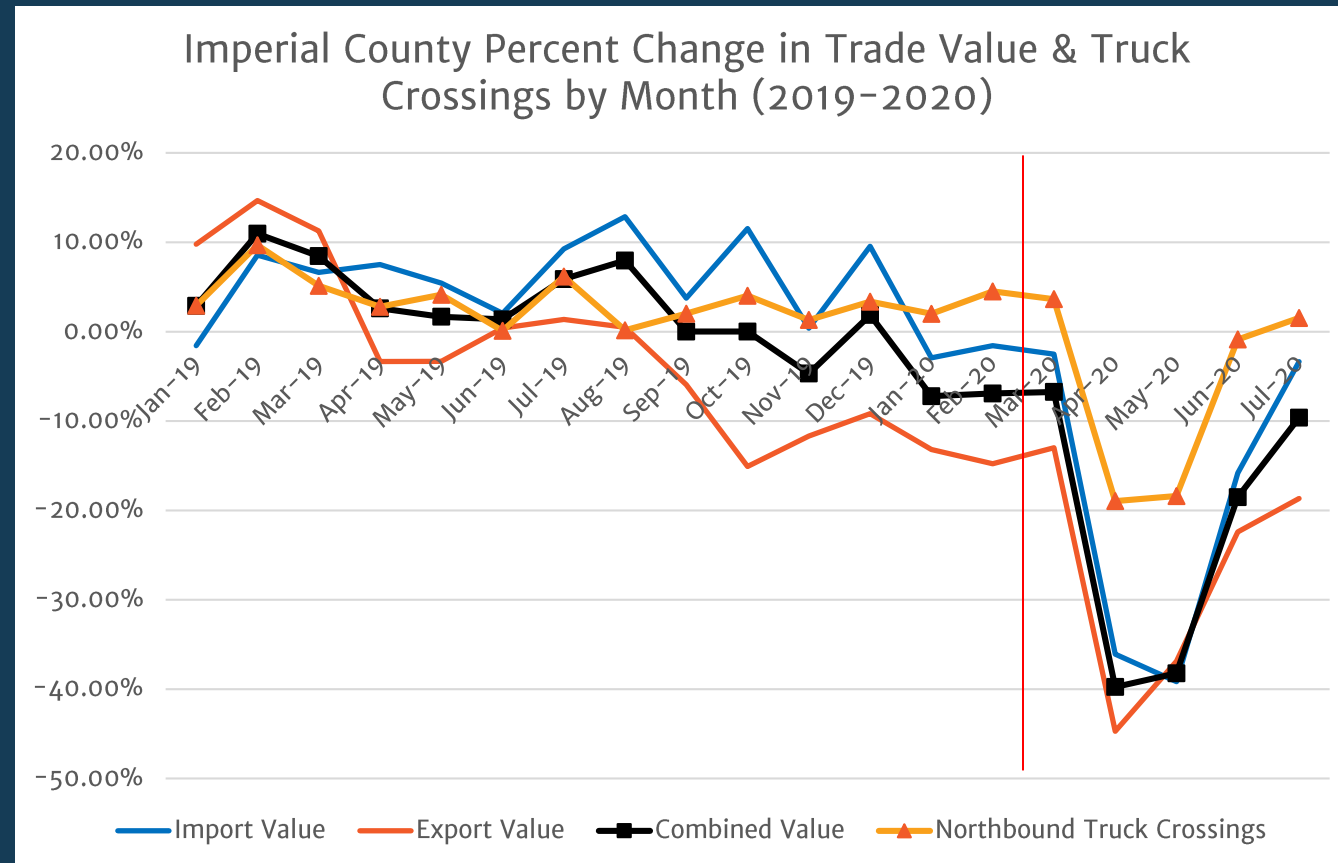




# Freight Indicators: Border Truck Crossings



Cross-border trade value and truck activity has witnessed a substantial decline with low points in April and May. Since then, strong improvement has occurred through July.



**Thank you!**



**SCAG**<sup>TM</sup>

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